



July 17, 1972  
NUMBER 1340.4

ASD(M&RA)

## Department of Defense Directive

**SUBJECT**                      **Proficiency Flying Programs**

- references:** (a) Public Law 92-570, Sec. 715, "Department of Defense Appropriations Act, 1973," approved October 26, 1972
- (b) DoD Directive 1340.4, subject as above, March 19, 1971 (hereby cancelled)
- (c) ASD(M&RA) multi-addressee memorandum, "FY1972 Proficiency Flying Programs," February 7, 1972 (hereby cancelled)
- (d) DoD Military Pay and Allowances Entitlement Manual (authorized by DoD Directive 5154.13, May 1, 1958)

### **I. REISSUANCE AND PURPOSE**

This Directive implements reference (a) (see enclosure 1) and prescribes Department of Defense policy for the effective and economical conduct of proficiency flying programs. It incorporates the provisions of references (b) and (c), which are hereby superseded and cancelled.

### **II. APPLICABILITY AND SCOPE**

- A. The provisions of this Directive apply to the proficiency flying programs of the Military Departments. These programs encompass all duty flying by rated personnel serving in assignments within the Department of Defense in which basic flying skills would normally not be maintained in the performance of assigned duties.
- B. Operational flying as defined in III. C, below, is outside the scope of this Directive.

\* Change 1, 11/20/72

- c. **The applicability of this Directive to rated members of the Reserve Components not on extended active duty is set forth in VI, below.**

### **III. DEFINITIONS**

**The following definitions apply for the purposes of this Directive:**

- A. **Rated personnel/members are military personnel holding aeronautical ratings or designations granted in accordance with the provisions of law and regulations of the Military Departments. Such personnel include, but are not limited to, pilots, aviators and navigators.**
- B. **Proficiency flying is flying performed under competent orders by rated personnel, primarily to maintain basic flying skills, while serving in assignments in which such skills would normally not be maintained in the performance of assigned duties.**
- c. **Operational Flying is flying performed under competent orders by rated personnel, primarily for mission, support, or training purposes, while serving in assignments in which basic flying skills normally are maintained in the performance of assigned duties.**
- D. **The Authorized Rated Inventory for a given aeronautical specialty is the end-fiscal-year on-board inventory of rated personnel on extended active duty, in the, grade of lieutenant colonel/commander and below.**
- E. **The Authorized Rated Requirement for a given aeronautical specialty is the total requirement for rated personnel on extended active duty, in the grade of lieutenant colonel/commander and below, against which the Authorized Rated Inventory is compared, as for example in determining training rates. It consists of force, training, and supervision requirements, called the Core, which reflect authorized rated positions; and requirements for the Supplement (defined below). Authorized rated positions**

in the Core needed for supervision are further differentiated as (1) those in which performance of required duties normally requires maintenance of basic flying skills, and (2) those in which flying experience is required but performance of assigned duties normally does not require maintenance of basic flying skills. In force and training Core positions the duties require maintenance of basic flying skills.

- F. The Supplement is that portion of an Authorized Rated Requirement which is intended to provide rated augmentees for support of the contingency scenarios contained in the Planning and Programming Guidance approved by the Secretary of Defense. It is composed of rated personnel on extended active duty who are not incumbents of authorized rated positions.

#### IV. POLICY

- A. It is the policy of the Department of Defense that proficiency flying will be conducted only as a means of maintaining the basic flying skills of rated personnel who are needed to support approved contingency scenarios while they are serving in assignments in which such skills normally would not be maintained in the performance of assigned duties.
- B. Proficiency flying is authorized only to the minimum extent required to maintain basic flying skills in anticipation of a member's assignment to combat operations.
1. Participants in proficiency flying programs shall be limited to those members of an Authorized Rated Inventory who have the highest probability of being reassigned to combat operations requiring flying.
    - a. Participants shall be selected with due regard to their ages, grades, occupational specialties, flying experience, future aeronautical potential, and the practicality of proficiency flying in connection with their current assignments.

- b. **Rated members not in operational flying positions will be screened annually to assure that the selection of proficiency flying participants conforms with these criteria. Similar screening also will be done to identify new participants upon reassignment of rated members out of operational flying positions.**
- 2. **The total number of such participants in a given rated specialty for any Military Service shall not exceed a number equal to the respective authorized Supplement, minus any portion attributable to:**
  - a. **students in a course of instruction of 90 days or more (prohibited by law from proficiency flying); or**
  - b. **augmentation needs for elements not having a combat mission.**

**Each Service shall assure that the number of participants at no time exceeds these ceilings. Such ceilings shall not be considered as numerical targets for participation in proficiency flying programs; Department of Defense policy calls for the minimum practicable number of participants at all times.**

- 3. **Proficiency flying is not authorized when its objective can be met as economically by other means, such as by refresher flight training. Proficiency flying for participants expected to receive refresher flight training before assignment to operational flying will be limited to the maintenance of basic flying skills needed to enter such training.**
- c. **Each Service will exert a continuing effort to improve the effectiveness and economy of proficiency flying programs, including their administration and management, recognizing the diversity of (1) missions and aircraft for which proficiency flyers are destined, and (2) experience and background of individual proficiency flyers.**

1. All proficiency flying shall contribute to the “objective of the program. Proficiency flying shall be performed in a type of aircraft, and with instrumentation and equipment, which offers significant opportunity for maintenance of basic flying skills in the rated specialty of the participant.
  2. Total annual flying hour requirements for proficiency flyers shall be differentiated with consideration for the:
    - a. type aircraft qualification acquired and level of flying experience of participants;
    - b. limited objective of proficiency flying for maintenance of basic flying skills as contrasted to full mission exploitation of aircraft capabilities; and
    - c. relative expectation of refresher flight training (see B. 3, above).
  3. Each Service shall minimize proficiency flying activity by granting credit for administrative and support flying toward periodic flying-hour minimums and maximums.
  4. As practicable, proficiency flying programs will utilize available training devices to facilitate maintenance of procedural competency in basic flying skills by program participants. Such training will be credited against instrument or other qualification minimums as appropriate.
- D. Each Service will authorize the payment of flight pay without the requirement to fly to rated members assigned to duties, the performance of which does not require the maintenance of basic flying skills, provided they are otherwise entitled to flight pay at the time of such assignment. Such authorization shall conform to the provisions of law, executive orders, and, as such provisions may be implemented thereby, reference (d); and to the policies of this Directive.

## **V. PROGRAM REVIEW**

**The Assistant Secretary of Defense (Manpower and Reserve Affairs) will annually review the proficiency flying program accomplishments, costs, and requirements of each Military Service. He will advise the Assistant Secretary of Defense (Comptroller) of his findings for use in the review of budget estimates of the Military Services.**

## **VI. RESERVE COMPONENTS**

- A. All flying by rated members of Reserve Components not on extended active duty is classified as operational flying and is outside the scope of this Directive.**
- B. Assignments of rated members of Reserve Components to duties, the performance of which does not require the maintenance of basic flying skills, with flight pay entitlement as contemplated by reference (a), are restricted to authorized positions calling for rated incumbents in which flying experience, but not current flying, is required.**
- C. Authorization of positions in the Reserve Components for incumbency under the provisions of B, above, is discretionary. However, any such authorization shall be planned by each Service on an annual basis and separately identified in programming and budgeting actions.**

## **VII. RESPONSIBILITIES**

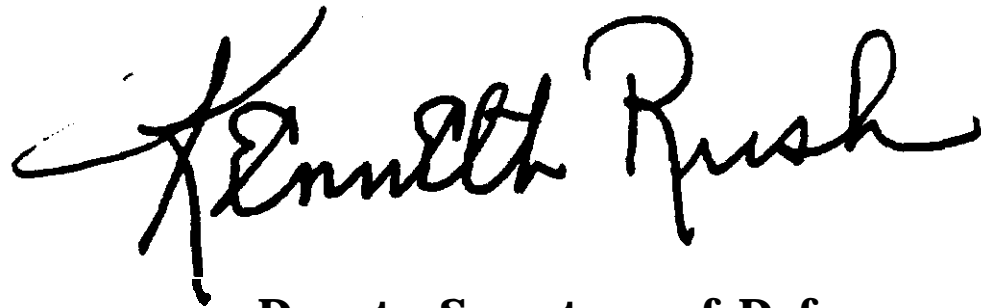
- A. The Secretaries of the Military Departments are responsible for:**
  - 1. The conduct of proficiency flying programs in accordance with the policies of this Directive.**
  - 2. The issuance of proficiency flying regulations, after their approval on behalf of the Secretary of Defense in each instance, which shall prescribe criteria for participation, performance standards, and maximum and minimum flying hours for proficiency flying, consistent with the policies of this Directive.**

3. The collection, maintenance, and availability of timely data concerning proficiency y flying.
  4. The review at least annually of all current regulations, policies, and instructions bearing on proficiency flying to insure conformance with the policies set forth in this Directive, and with the provisions of law.
- B. The Assistant Secretary of Defense (Manpower and Reserve Affairs ) is responsible for:
1. Maintaining overall management and supervision of proficiency flying programs and activities.
  2. The review and approval on behalf of the Secretary of Defense of proficiency y flying issuances proposed by the Military Departments to assure their consistency with the provisions of law and with the policies of this Directive.
- C. The Assistant Secretary of Defense (Systems Analysis) is responsible for the r eview and approval of Authorized Rated Requirements (see III. E, above) proposed by the Military Departments, including the Supplement require - ment (see III. F, above), to assure that calculations and assumptions are consistent with the Planning and Program Guidance approved by the Seer etary of Def ens e.

## **VIII. EFFECTIVE DATE AND IMPLEMENTATION**

- A. Prior to promulgation, two copies of each regulation, instruction, issuance, or change thereto, to be issued by a Secretary of a Military Department, or by his designee for this purpose, implementing this Directive or governing proficiency flying, will be forwarded to the Assistant Secretary of Def ens e (Manpower and Reserve Affairs ) for review and approval. Initial proposed issuances are due 60 days from the date of issuance of this Directive.

- B. Whenever new or changed computations of the Authorized Rated Requirements, including the Supplement, are made, two copies of these computations will be forwarded to the Assistant Secretary of Defense (Systems Analysis) within 60 days after such determination for his approval prior to promulgation.**
- C. The policies of this Directive are effective December 18, 1971, except that implementation of the provisions of this Directive shall not retroactively deprive any aeronautically rated member of entitlement to flying pay, if otherwise entitled, for any period prior to the last day of the month in which this Directive is signed.**

A handwritten signature in black ink, reading "Kenneth Rush". The signature is written in a cursive style with a large, stylized "K" and "R".

**Deputy Secretary of Defense**

**Enclosure**



1340.4 (Encl 1)  
July 17, 72

**Section 715, PL 92-570**  
**Department of Defense Appropriations Act, 1973**  
**Approved October 26, 1972**

**“NO part of the appropriations in this Act shall be available for any expense of operating aircraft under the jurisdiction of the armed forces for the purpose of proficiency y flying, as defined in Department of Defense Directive 1340.4, except in accordance with regulations prescribed by the Secretary of Defense. Such regulations (1) may not require such flying except that required to maintain proficiency in anticipation of a member 's assignment to combat operations and (2) such flying may not be permitted in cases of members who have been assigned to a course of instruction of ninety days or more. When any rated member is *assigned* to duties, the performance of which does not require the maintenance of basic flying skills, all such members, while so assigned, except, \* after May 31, 1973, those of the rank of colonel or equivalent or \* above (o-6) in noncombat assignments, are entitled to flight pay \* prescribed under section 301 of title 37, United States Code, if otherwise entitled to flight pay at the time of such assignment. “**